Right lines or less constitute a square. Advertisements should be handed in by twelve c'clock, m.

## RAILROADS.

## BALTIMORE AND OHIO RAILROAD.

WaSHINGTON, Oct. 29, 1865.
Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST,
are now run as follows, viz:
FOR BALTIMORE.
Leave daily, except Sunday, at 0.29, 8.20, and
11.10 a. m., and 3.30, 4.40, and 7.30 p. m.

11.10 a. m., and 3.30, 4.40, and 7.30 p. m.
FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 6 15 a. m. and
8. 50 p. m.
FOR PRINCIPAL WAY STATIONS, viz:
Hindensburg, Beitsville, Laurel, Annapolis
Junction, and Relay House, leave at 6.20 and 8.20
a. m., and 3.50 and 4.40 p. m. daily, except Sunday.

day.

FOR ANNAPOLIS.

Leave at 6.20 and 5.20 a.m., and 4.40 p. m
daily, except Sanday. No train to or from An
mapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.
Leave at 5. 20 a.u. and 1.15, 3.30 and 7. 50 p. m
FOR WAY STATIONS.
Leave at 5. 20 a. m. and 3. 30 p. m.
FOR ALL PARTS OF THE WEST.

Leave at 5.30 a. m. and 3.0 p. m.

Leave daily, except Sanday, at 7.30 a. m. and
1.15 and 7.30 p. m. except aiso Saturday, when
latest train leaves at 1.15 p. m.

On Sanday, at 1.15 and 7.30 p. m. only, connecting at fielay Station with trains from Haltimore to Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the
Washington Station Ticket Office at all hours in
the day, as well as at the new office in the American Telegraph Building, Pennsylvania avenue,
between Four and a-half and Sixth streets.

For New York, Philadelphia, and Boston, see
advortisement of "Through Line."

W. P. SMITH,

Master of Transportation.

L. M. COLE,

Geo. S. KOONTZ, Agent,

OCTOTICE TO SQUITHERN TRAVELERS.

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIRECT LINE ENTIRELY COM-

PLETED.

STAGING ENTIRELY DISCONTINUED.

50 NILES SHORTER AND 3 HOURS QUICKER
THAN BY ANY OTHER ROUTE.
TWICE DAILT.
On and after MONDAY, September 28, the old
and favorite line from WASHINGTON, via FREDERICKBURG, to RICHMOND, will be ron
TWICE DAILY, (Sunday nights excepted.) as follows:

TWICE DAILY, (Sunday nights excepted.) as follows:

The fast and commodious steamer REYPOHT,
Captain Frank Holtingsheed, and C. VANDERHilt. Captain A. L. Colmary, will leave the wharf,
foot of Sixth street, Washington, twice daily, (Sunday nights excepted.) at 7 a. m., and 8.45 p. m.,
arriving at Aquia Creek by 10.30 a. m., and 12.35
p. m., and theuce by the Richmond, Fredericksburg, and Potomae Railroad, now entirely completed, to Richmond, arriving there at 2.20 p. m.,
and 5.20 a. m., afording ample time for dining in
Richmond, and making connections with the
Richmond and Petersburg Hailroad for Petersburg and points south of Petersburg.

The steamer leaving Washington at 8.46 p. m.,
arrives in Richmond at 5.20 a. m., affording auxple time for breakfast, and connection with the
Richmond and Danville trains for Danville, Va.,
Greensboro', Salisbury, Charlotte, Raieigh,
Goldsborough, and Wilmington, N. C., and
Chester, S. C.
On SUNDAYS leave WASHINGTON at 7 a. m.

On SUNDAYS leave WASHINGTON at 7 a. m.

ugh tickets from N. York to Richmond. \$17.00

— Philad a 1.3.60

— Baltimore 1.000

— Washington 5.50

— Baltimore 10 Fred 'g. . 6,00

— Washington 4.35 Philad'a Baltimore " Washington " Washington "

PHILADELPHIA, WILMINGTON, AND

at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnella.
Way Mail Train at S. 10 a. m., (Sundays excepted.) for Baitimore, stopping at ail regular stations, connecting with Delaware railroad at Wilmington for Milford, Salisbury, and intermediate stations.

inte stations.

Express Train at 1.15 p. m., (Sundays expects.) for Baltimore and Washington, stopping t Chester, Wilmington, Elkion, Perryville, and Hayra de Greece. and Havre-de-Grace.

Express Train at 3.50 p. m., (Sundays excepted, ) for Haltimers and Washington, stopping at Wilmington, Nowark, Eikton, Northeast, Perryville, Havro-de-Grace, Perryman's, and Marnolla.

lagnolia.

Night Express at 11.15 p. m., for Baltimors of Washington, stopping at Chester, Couly in the Edward Washington passengers, Vilmington, Newark, Elkion, Northeast, Perville, and Hayre-de-Grace. take Dalimorton, Newark, Ekton, and Wilmington, Newark, Ekton, and Havre-de-Grace.

ton-Leave Philadelphia at 11,00 s. m., 4,00, 5,30 and 10,00 p. m. The 4,00 p. m. train connects with Delaware Hailroad for Milford and interte stations, ve Wilmington at 7, 15 and 9, 30 a. m. , 2, 30

and 6.30 p. m. THROUGH TRAINS FROM BALTIMORE — Leave Wilmington at 12 m., 4.24, 8.33 and 9.34 P. M. CHESTER FOR PHILADELPHIA—Leave Chester at S.15, 10, 14 a. m., 12, 36, 3, 13, 4, 54, 7, 20

ter at 8.15, 10.14 a. m., and 9.60 p. m. SUNDAY TRAINS.

Express Train at 4.00 a. m. for Ballimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's constitutions.

Magnotts.

git Express at 11.15 p. m. for Baitimore
Washington, stopping at Cluster, (for Baitic and Washington passengers,) Wilmington,
sark, Ejkton, North-East, Perryville and
La Grane.

Havro-de-Grace,
Accommodation Train at 10 p. m. for Wilmington and Way Stations.
BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.50 p. m. stopping at
Ravro-de-Gracs, Perryville and Wilmington,
Also stops at Etkinon and Newark (to take passengers for Philadelphia and leave passengers
from Washington or Baltimore, Just Chester to
leave passengers from Baltimore or Washington.

Leave Wilmington for Philadelphia at 6 50 pm. Filom BALTIMORE TO PHILADELPHIA, Leave Baltimore 8.23 a. m., Way Mail; 1.10 p. m. Express: 4.25 p. m., Way Tean; 6.35 p. m. Express; 9.25 p. m. Express, 9.25 p. m. Express, pm. Express, pm. Express, pm. Express, pm. 1.20 and 11.50 m.

m. Leave Wilmington at 5.13, 9.40 a. m., 2.25, 65 and 12, 25 p. m. PREIGHT TRAIN, with passenger car alched, will leave Wilmington for Perryville ad intermediate sations at 7.55 p. m. tached, will leave Wilmington for Perryvilla and intermediate stations at 7.55 p. m. isall H. P. KHNNEY, Superintendent. oc

## THE NATIONAL REPUBLICA Daily National Republican.

WASHINGTON, D. C., TUESDAY EVENING, NOVEMBER 7, 1865.

NO. 292.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

BAILROADS. GREAT PENNSYLVANIA ROUTE TO

NORTHWEST AND SOUTHWEST.

AND AFTER DECEMBER 25, trains will Baltimore, from North Calvert Station, a

THE 5.15 A. M. TRAIN FROM WASHINGTON Connects with the 9.20 a. m. train from Dal-timore for Pittsburgh and the West, and for Elmira, Buddalo, Rochmier, Dua-kirk, Canandaigus, and Mingara-Falls, and for New York City.

THE 4.30 P. M. TRAIN FROM WASHINGTON Connects with the 5 p. m. train from Bal-timore for Pittsburg and Eric.

THE 6.46 P. M. TRAIN FROM WASHINGTON
Connects with the 10 p. m. Express from
Baltimore and runs through to Pitteburgh and Elmira, without change
of ears, connecting at Pittaburgh
for Clueinusti, Chicago, and
St. Louis, and at Elmira
for Burial, Roshesper, and Syracuse.

ONE THROUGH TRAIN ON SUNDAY, Leaving Washington at 3 o'clock p. m. SLEEPING CARS ON NIGHT TRAINS. SOLDIERS' TICKETS AT GOVERNMENT RAYES

LOW PARE AND QUICK TIME.

5-For Tickets and any information apply at the Office of the Great Fennsylvania Route, correct Pennsylvania assume and Sixth street, under National Hotel, and Depot House, No. 433 Csirest, near New Jersey avenue, Washington.

5. DUBARRY,

6. Superlatendeen N. C. R. R.

7. WILKINS,

Passenger and Ticket Agent,

Corner Sixth street and Pennsylvania avenne,
de28-tf

Ge28-18

ORANGE AND ALEXANDRIA RAILROAD.—THRUUGH by RAIL FROM WASHINGTON AND ALEXANDRIA TO RICHMOND
AND LINCHIBURG.
On and after FRIDAY, September 1, 1805, the
trains on thie road will run as follows:
TRAINS SOUTH.
Leave Washington at 7.8. m. and 8. 50 p. m.
Leave Washington at 7.8. m. and 8. 50 p. m.
Leave Gordonsville at 12. 50 p. m. and 1.40 s.m.
Arrive in Richmond at 5 p. m. and 6. s. m.
TRAINS NOUTH.
Leave Lynchburg at 0. 50 p. m. and 6. s. m.
TRAINS NOUTH.
Leave Lynchburg at 1. 50 p. m. and 6. s. m.
Leave Richmond at 7. m. and 7. 15 p. m.
Leave Richmond at 7. m. and 7. 15 p. m.
Leave Richmond at 7. m. and 7. 15 p. m.
Leave Richmond at 7. m. and 4. 50 a. m.
Arrive at Alexandria at 4. 50 p. m. and 4. 50 a. m.
On Sundays leave Washington at 8. 30 p. m. only.
Local Freight train leaves Alexandria at 4. m., arriving in Gordonsville at 12. 50 p. m., arriving in Alexandria at 8. m., arriving in Gordonsville at 12. 50 p. m., arriving in Alexandria at 8. m., arriving in Through teals 12. 50 p. m., arriving in Through the 11. 14. 50 m.
Through freight train leaves Alexandria at 8. m.
Through freight train leaves Alexandria at 3. Through freight train lea

Leaves Gordonaville at 11. 5.2. m.
Leaves Gordonaville at 12.55 p. m. arriving in
leaxandria at 5 p. m.
Through freight train leaves Alexandria at 3. m., arriving in Lynchburg at 7.10 p. m.
Leaves Lynchburg at 5.20 a. m., arriving in
leavandria at 6.10 p. m.
Passengers from Warrentos will take the 7 a.
n. train south from Washington, and the 6.65 a.
n. train north from Lynchburg.
Passengers by the 6.65 a. m. and 7.15 p. m.
ralina from Lynchburg, and the 1 a. m. and 7.15
m. m. trains from Richmond connect with trains
it Washington for all parts of the North and
West.

This route has the advantage over all others by niving a continuous rail from New York to

avenue.

Trains leave the corner of First and C streets.

W. H. McCAFFERTY.

W. H. Schrintendest.

General Superintenden J. M. BROADIS, General Passenger Agent.

1864 ARRANGEMENTS 1864 NEW YORK LINES.

THE CAMDES AND AMBOT AND PHILADEL PHIA AND TRUNTON HAILROAD COMPA-

PROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT STREET WHARF AND

Leave Walnut steest wharf at 6 and 5 a. m., 12 m., and 2 p. m. 12 m., and 2 p. m. Leave Kennington Depot at 11.15 a. m., 2.25, 4.20 and 5.45 p. m., and 12.50 a. m. (night.) The 6.45 p. m. line rune daily; (all others, Sundays excepted.)

Leave foot of Barelay street at 5 s. m. and Dears for a cases,
p. m.
From foot of Cortland street at 7, 8, and 10 a.
m., 12 m., 4 and 5 p. m., and 12 night.
The 6 p. m. line runs d. lly; (all others, 8 ondays excepted.)
W. H. GATEMER, Agent,
Philadeliphia and New York Lines,
Philadeliphia, Dec. 23, 1853.

dell

THROUGH LINE BETWEEN WASH-

YORK. WARRINGTON, October 29, 1865.
Trains between Washington and New York are
now run as follows, viz:
POR NEW YORK, without cliange of ears,
Lawe daily (except Sunday) at 7.30 a. m., and
and 7.30 p. 00.00 p. 10.00 p.
FOR NEW YORK, changing care at Philadelnhia.

Master of Transportation.
L. M. COLB,
General Ticket Agest.
GEO, S. KOONTZ,
42ent. Washington

RAILROADS.

1865 WINTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILROAD.

TWELVE DAILY TRAINS. On and after MONDAY, October 16, 1865, trains ill leave the Union Passonger Depot, corner of sehington and Liberty streets, Pittsburgh, Pa.,

as follows:

DAY EXPRESS, daily except Sunday, at 2.50 a.

m., stepping at Johnstown, Conemangh, dailtiten, Allomas, and all principles is stations, and maiting direct connections at Harriburg for New
York, Battimore, and Washington, and at Phiadelphia for New York, Doston, and intermulate

York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily except Sasday, at 5.50 a.m., stopping at all regular stations between Pittaburgh and Altoona, and making close connection with trains on the Indianalizations between Pittaburgh and Rollidayaburg Branch Hranch, West Pannayivania Baliroad, Ebensburg and Gresson Railroad, and Hollidayaburg Branch Pittaburghand Burke Malt, daily scoop Sunday, at 7.50 a.m., stopping only at Commandy, Gallitzen, Altoona, and all principal atations, making direct connection at Harrisburg for New York, Saltimore, and Washington.

MAIL ACCOMMODATION, daily (except Bunday) at 1,40 a.m., stopping at all regular stations between Pittaburg and Harrisburg, making connections with trains on the Ebensburg and Cresson railroad and Hollidayaburg railroad.

PHILADELPHIA EXTRESS, daily at 2.5 p.m., stopping at Latrobe, Biairaville Intersection, Johnstown, Gonzmangh, Gallitzer, Altoona, Hundingdon, Lewistown, Miffin, Newport, Maryeville, Harrisburg, Lancaster, and Downingtown, At Harrisburg Lancaster, and Downingtown, At Harrisburg direct connections are made for New York, Baltimore, and Washington, and at Palladelphia for New York, Boston, and at Irainadirphia for New York, Boston, and internal from Pittsburg to Philadelphia and Baltimore, and to New York by the Aliantows route.

JOHNSTOWN ACCOMMODATION, daily (ex-

JOHNSTOWN ACCOMMODATION, daily (ex-

on the indiana Branch and West, Ponneyivania caironds.

PAST Link, daily, except Sanday, at 9.30 p.m., stopping only at Conamangh, Gallitzen, Alcsons, Huntingdon, Lewistown, Midlio, Newport, Maryeville, Harrisburg, Middietown, Lancaster, and Downingtown, making connection at Harrisburg for New York, Baitimore and Washington, and at Philadelphia for New York, Boston and intermediate points. Sleeping cars run through in this train to Philadelphia and to New York on the Allentow's route.

Pirst Accommodation Train for Wail's Station leaves daily (except Sunday) at 3.30 a.m.

Second Accommodation Train for Wail's Station leaves daily (except Sunday) at 3.40 a.m.

Third Accommodation Train for Wail's Station leaves daily (except Sunday) at 3.30 p.m.

area daily (except Sunday) at 3.35 p. m. Fourth Accommodation Train for Wall's Sta-on leaves daily (except Sunday) at 6.95 p. m. Accommodation for Penn Station, stopping at Il stations between Pittsburgh and Penn, at

), io p. m. The Church Train leaves Wall's Station every

Pittsburgh & Rrise Mail. 12:50 p. m. Baitlinore Express. 12:50 p. m. Baitlinore Express. 12:50 p. m. Third Wall's Station Accommodation 12:50 p. m. Philadeliphis Express. 12:50 p. m. Philadeliphis Express. 12:50 p. m. Philadeliphis Express. 12:50 p. m. Alicons Accommodation and Emigrant 10:30 p. m. Alicons Accommodation and Emigrant 10:30 p. m. Alicons Accommodation and Emigrant to 30 p. m. Alicons Accommodation and Emigrant to 30 p. m. Alicons Accommodation and Emigrant 10:30 p. m. Alicons Accommodation and Emigrant 10:30 p. m. Alicons and part of the city. Office No. 410 Penn street, open day and night, where all orders for the movement of passengers and baggage will receive prompt strentions.

Baitimore express will arrive with Philadelphia express at 2:50 p. m. on Mondays. NOTICE—In case of loss, the Company will hold themselves responsible for porsuals haggage only, and for an amount not exceeding \$100. W. H. EECKWITH, Agent, At the Pennsylvania Central Railroad Passenger Station, on Liberty and Washington streets.

STEAMSHIPS. ATLANTIC STRAMSHIP COMPANY

TO NEW YORK. JOHN GIBSON......CAPTAIN YOUNG,

E. C. KNIGHT ...... " MORRIS, WINTERS. leaving pier No. 12. N. R., New York, and foot 0

Washington, D. C., every WEDNESDAY AND SATURDAY,

Preight received every day during busine hours, and carefully kept under cover.
The steamers of this line now connect with
Alaxandria and Orange Railroad. Freight forwarded to any point along the line of the road.
AGESTS—MORGAN, RHINEHART & CO.,
FOOL Street, Washington, D. C.
HOWEN, IBO. & CO.,
Alexandria, Va.
H. B. CROMWELL & CO.,
cell2-15

66 West street, New York.

ocil2-tf 56 West street, New York. NEW YORK

STRAMSHIP COMPANY, (OLD LINE,)

NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C. OCEAN STEAMERS

BALTIMORS, REBECCA CLYDE, AND EMPIRE, IS COMMERCION WITH INLAND STEAMERS GEORGE H. STOUT, MAY FLOWER, AND

ANN BLIZA.

Raguis Salling Days TURSDAYS and FRIDAYS, at 12 m., from fout of High street, Georgetown, and Pier 15, East River, (foot of Wall
street,) New York.

For freight or Passage apply to—
For freight or Passage apply to—
For treight or Passage apply to—
For treight or Passage apply to—
For treight received the foot of High atreet, Georgetown.
M. ELDRIDGE & Co., Agents,
Prince Street Whart, Alexandrin,
JAMES HAND, Agent,
17 Wall Street, New York.

Freight received constantly and forwarded to
all parts of the country with dispatch, at lowest
rates.

122

EXPRESS.

A DAMS EXPRESS COMPANY,
OFFICE 514 PENN, AVENUE,
WASHINGTON CITY, D. C. GERAT BASTERN, NORTHERN, AND WESTERN EXPRESS FORWARDERS.

Merchandise, Money, Jewelry, Valuables, Notes, Stocks, Bonds, Ac., Forwarded with SAFRTY AND DISPATCH to all accessible sections of the country. This Company has Agondes in the principal railway towns in the NORTH, RAST, WEST, AND NORTHWEST,

Leave daily (except Sunday) at 11.15 s. m., and
4.40 p. m.

POR PHILADELPHIA,
Leave daily (except Sunday) at 7.50 and 11.15
s. m., and 4.40 and 7.30 p. m.

Leave for New York at 6 p. m. only.
Leave for Philadelphia at 7.50 p. m. only.
Steeping care for New York on 7.30 p. m. only.
Steeping care for New York on 7.30 p. m. train
daily, except Sunday. On Sonday, train and
shieping care run only to Philadelphia.

Through tickets to Philadelphia.

Through tickets to Philadelphia. New York, or
Buston, can be had at the Santon office at all
the American Telegraph building, Pennsylvania
awence, belween Four-and-a-half and blich
streets.

See Shaltmore and Ohlor railroad advertisement
for schedule between Washington, Bailtmore,
Annapolis, and the tween Washington, Bailtmore,
Annapolis, and the Transportation.
LUMBER DEALER,

LUMBER DEALER,

LUMBER DEALER,

SIXTH STREET WEST,

COUNCIL PROCEEDINGS. Board of Aldermen.

The Board met at the name hour, the President, T. E. Lloyd, esq., in the chair. Freent Mestra. Guitek, Noyes, A. Lloyd, Canfield, Pepper, Magrader, Owen, McCahron, Brown, Cross, Turton, Barr and Lewis.

Turton, Barr and Lewis.

Connessionation.

The Chair isld before the Board a communication from the Mayor, amouncing his approval of an act for the relief of Providence Hospital.

Also the following from the Mayor:

To the Board of Aldermen and Common Council:

To the Board of Aldermess and Common Council;
GENTLEMEN: As you are aware, most of the functions of what was the Board of Health, as, indeed, much of the sanilary power vested in this Corporation by its charter, were iransferred by the avereal acts of Congress creating that body to the Board of Metropolitian Police.

The apprhended oner approach of the Asiatic cholers auggests to me, however, the propriety of reorganizing the Board of Health. That I may eval myself, if in no other way, of the advise they could give, I therefore nominate as members of the Board of Health.—
For the First Ward.—Dr. S. C. Smoot and Wm.

nead. Sixth Ward—Dr. F. S. Walsh and John C. Bates. Seventh Ward—Dr. George P. Fenwick and P. M. Pearson. The Superintendent of Police some time since

M. Pearson.

The Superintendent of Police some time since detailed sanitary officers to make, with the several Ward Commissioners, a thorough and rigid examination of the whole city, including private premises, and provide for the immediate removal of all unisances, noxious and deleterious substances. That officer, anticipating likewise their action, had instructed the police, and cropers are daily made to this office, as contemplated by the resolutions adopted by the Metropolitan Police Board at its last meeting. Every precastion is being taken, and overything condition, though, for sufficient reasons, it is deemed unnecessary to publish it to the world; sail, however, should not be left to the authorities. Much can be done by the individual citien, who should for the time being consider himself a santary officer, looking to the condition of his own family and premises, and, if needs be, his neighbor, and making it an aspecial duty to assist in maintaining a cleanly and healthful condition of things by immediately reporting to his respective sanitary officer, ward commissioner, or this office all cases where the aid or interference of the authorities is necessary.

Mer. A. Lieyd pressured the petition of Mesura. Godey and Rhoem, asking that a frame building on Twenty-seventh struct, nard d, be allowed to remain. He also reported a bill granting such mills. McCathron presented a communication of the committee on the committee o

on twenty-seventh street, mar w, he sallowed to remain. He sake reported a brill granting such privilege. Referred to the First Ward Delegation.

Mr. McCathron presented a communication from the committee of the Guardian Society, saking an appropriation for the purpose of maintaining and keeping a House of Referge.

Mr. A. Lloyd introduced a brill to take up and replace the sewer at the corner of Miscouri avenue and Third street west. Passed.

Mr. Gulick introduced a brill appropriating \$400 to secure for the use of the Collector's office a hook containing all the subdivisions of lots in the city. Referred to the Committee on Figure 7.

Mr. House of the use of the Collector's office a hook containing all the subdivisions of lots in the city. Referred to the Committee on Figure 7.

Mr. Far larroduced a brill tolay a fag footway across Twelfih street west, on a line with L street north. Passed.

Mr. Pepper from the Committee on Claims, 8-ported back the bill for the relief of Thomas W. Riley. The bill provides that \$200 of the amount paid by Mr. Riley for the rest of the fall wharf he returned to him, the Corporation law ing falled to protect him while he held the wharf. Salled to be committeed to be a subject to the city to take them to the fall whom the count of the city to take them for the Corporation should require all persons bringing fish to the city to take them to the fash wharf. Corporation had falled to enforce the law, and he thought some of the money paid by Mr. Riley had remised the wharf. The Corporation had falled to enforce the law, and he thought some of the money paid by Mr. Riley had remised the wharf.

Dr. Magruder said Mr. Riley had rented the wharf the Corporation to establish a fish wharf and compai all fish to be carried to such wharf.

Dr. Magruder said Mr. Riley had rented the wharf the forporation attorney was of the opinion that the law was not a good one, and that persons had a right to land fish where they desired to.

Mr. Pepper thought the corporation had jund pass.

Mr. McCathron

across Twelfith street west, on a line with Latreet north. Passed.

Mr. Pengarom the Committee on Claims, Reported back the built for the relief of Thomson.

Mr. Reported the built for the relief of Thomson which was proved back the built for the relief of the amount paid by Mr. Ritty for the rent of the flath when the paid to the spreach of the choices, which was mended, and the wharf in allowing fish to be landed at other wharvas.

Dr. Magrader thought the bill should pass.

Mr. Ritcy had realed the wharf fin allowing fish to the city to take them to the fish wharf. Tree landed to thim.

The committee also reported, with the bill, the spition of the Corporation Autoropy, in which was been been as the part of the wharf was a good one. The Corporation that he law of the wharf used to such wharf.

Dr. Magrader said Mr. Ritey had rented the wharf used to such wharf.

Dr. Magrader and Mr. Ritey had rented the wharf was a good one, and that persons had a right to land in where they desired to a law of the particular of the Corporation and in where they desired to a law of the particular of the Corporation and in where they desired to a law of the particular of the corporation when the present had a right to land in where they desired to a law of the particular of the corporation when they are also protest Mr. Riley, and the bill should pass.

Mr. McCantlein did not think the corporation and protest Mr. Riley, and the bill should pass.

Mr. McCantlein did not think the corporation and protest Mr. Riley, and the bill should pass.

Mr. McCantlein did not think the corporation of the purchase of the control of the corporation o

being convenient to spend during numbered and offi-lars only, and when the convenient of the thousand of the development of the thought of the first three the convenient that the convenient that the convenient of the keeping off an edity where he live houses, yet there impossible to get well considered increasing the pre-if it could be department, could be department, could be

NEAR PENNA. AVENUE. by the fectioning vot-

Yess-Mesers, Barr, Brown, Canfield, Gulich, Lewis, Lioyd, McCathras, Magrider, Owen, Pepper, and Turton, Nays-Mesers, Cross, Noyer, and the President (T. & Lioyd.) Mr. Brown, from the Committee on Health, re-ported favorably on the Mayor's moninations for members of the Board of Health, and they were all confirms.

Mr. Turtos, from the First ward delegation, reported back the bill for the relief of Godsy & Rheem. Passed.

Mr. Turtos, from the Committee on the Rheem. Passed.

Mr. Magruder, from the Committee on the Asylum, reported back the bill authorizing the Mayor to employ Samuel Wells, as old elizers who carried the chain for the survey or wheat the city was first being surveyed, and who is now very weak and feeble. Passed.

Bill extending time for taking out permits for making excavations for gas or water mains or making excavations for gas or water mains or making excavations for gas or water mains of making excavations for gas or water mains of making excavations for the several wards to \$1,000 per anum from and after the leaf January, 1503, was referred to the Committee on France, Bill to repair the alloy in square No. 188. Passed.

Bill to Reguss claim agents and intelligence

Bill to repair the alley in square No. 488. Passed,
Bill to liceuse claim agents and intelligence officers. Referred to the Committee on Police.
Bill requiring persons to take the eath to support the Constitution before taking out liceuse. Passed. [This bill requires all applicants for il-cases to take an eath to support the Constitution of the United States. The former bill, and for which this is intended as a substitute, required applicants to take an east that they had not given ind or confort to parties in robellian.]

Dr. Marcales and march parties who had to.

Board of Common Council.

The Board met at the asual hour. All the members present except Mr. Hazel.

The President haid before the Board a message from the Mayor, announcing his approval of the following acts: To make a grarel walk on Highlith street east, from East Capitol to A street south; to curb and pave the footway on the west front of square 387; to construct a sever is alley in square 455; joint resolution requesting the Police Commissioners to have police stationed at the market-houses; appointing a day of thanksgiving. Also, a message from the Mayor, transmitting a communication from the Collector, in reply to a resolution of the Board in relation to Government land in the city of Washington purchased by citizens who have failed to put the deeds an record; which was referred to a special committee, consisting of Messrs Hall, Joyce, and Ferguson. Also, a lotter from Brev. Brig. Gen. James A. Kin and others, of the United Presbyterian Church, requesting the use of the Connect Chamber on Sabbaths to hold religious services; which was granted.

BILLS INTRODUCED.

purposes.

That it be and is hereby made the duty of the Mayor to pay over to said trustees, without unnecessary delay, a sum of money equal to one of the part of the whole fund recorded from all sources by the Corporation, applicable under existing provisions of law to purposes of public education.

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In an an interest of the committed are put to the committed and to the committed are put to the committed are put to the

general expression of opinion by our citizens should be had prior to the meeting of Congress, we would therefore pray your hountable holdesto provide for calling an election of the qualified veters of the city, that such general expression of opinion may be had, or such other act as in your judgment will accomplish the purpose desired, "submitted a written report accompanied by the following resolution:

Beenfreed, dr., That in the event that any bill be introduced in Congress for the admission of the culored men of this city to the right of saffrage, that the Mayor be and he is bereby authorized and directed to call the Councils to getter within two days notice, for the purpose of taking into consideration measures for holding a special election of the confideration measures for holding a special election to the subject.

Mr. Hail administed the following as a substitute for the resolution: Whereas a petition from the residents and voters of this city, "To the Beard of Aldermen and Board of Common Conneil," has been presented to this Beard, asking that a special expression of opinion "of the voters of Washington, "prior to the meeting of Congress," in reference to preventing the right of suffrage from lening granted to colored men, or such other act as in your four! Judgment will accomplish the purpose designed, "in view of some probability" that Congress, at the coming session, will pass an act allowing universal negro antizage; therefore,

a set allowing universal negro suffrage; "iserviore, Re Il practiced by the Board of Alderises, and oursi of Common Council of the Ulp of Weshington, That the corporation of Washington has power to prevent or source the elective framis, since the Constitution gives to the Consess of the United States "exclusive legislation nall cases whatsiever "over the District of Columbia; but we would suggest to any citizens of the District of Columbia, who may have any est or apposed grievances which are not within the National Legislature, setting forth in a loar and distinct manner the intrinct and extent of those grievances under and extent of these grievances under the safety of these grievances under the safety of those grievances under the safety of these grievances and expectfully ask for resist and a remedy for those wrongs or disabilities.

soldiers, seifhout regard to colors, deserve that aid and support which those natural protectors, their husbands and fathers, would have given them if they had not died that we might live. Mr. White also submitted the following as a

Also, reported a bill to license claim agents, intelligence office and real estate agents, fixing the license at fifty dollars per annum. Passed.

Also, reported a bill (if. A.) amisodatory of the act entitled "an set to regulate and gradient it cause of non-residents and traders, and laying at an other than the same," approved October 31, 1852 which was rejected on its thrief reading. But the other considers and the same, and the set the curiestones and itsy foot parsements on the east front of square ind. Passed.

Mr. Simme, from the Committee on Drainage, reported a bill (if. A.) anthorising water mains to be laid in F street north, from 24th to 26th streets west; a bill making additional appropriation its clean the sewer between 9th and 10th streets west, and C and E streets acorth; a bill to construct a sewer in 10th street west, and C and E streets and a bill (if. A.) anaking an appropriation to New York Avenue; and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and a bill to enlarge the sewer at the Intersection of Maryianal Avenue at the New York Avenue, and A

denied.

absent or not voling—Massrs. Hazel, Juyee, Rheem, Simus, Stawerl, Tyuan and Williama—7.

Rheem, Simus, Stawerl, Tyuan and Williama—7.

Bittle FROM THE MOARL OF ADERMAN.

The following were passed; A bill authorizing the construction of a sever in Foorth street wift, from E to I streets north; a bill to take up and replace a sewer at the corner of Missouri avenue and Third street west, and a bill to carry into effect the joint resolution approved May 8, 1865, authorizing the Mayor to purchase water pipes, &c.

THE NATIONAL REPUBLICAN

THE DAILY MATIONAL REPUBLICAN

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THE WESSEY NATIONAL REPUBLICANT IS published every Friday morning: One copy one year, \$2.00; Three copies one year, \$3.00; Ten copies one year, \$3.00;

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In June, 1849, Cadet John B. Hoon, of Kentucky, entered the United States Milltary Academy, at West Point, New York. He was a great favorite with his associates and classmates, in consequence of the frank. peculiar to young men from the Western States. In the first year of his tuition, he, with the ramainder of his class, was enlightened by the study of "Morse's" Geography, including tracing on the blackboard, from momory, the various States of the Union, embellished with their contents and natural features. His forte evidently was not draw-ing; he was doubtless as deficient in it as he was in managuring large armies against his old instructor in artillery, the present Gen-eral G. H. TROMAS, U. S. A. Of the want of this accomplishment he was fully aware, and his utter inability to make even a straight requirements of the institution must be comspend his days on a blue grass farm in his native State, instead of wearing the brass buttons of Uncle Sam. Driven to desperation and urged on by the ambition and pride he possessed, he determined to master this,

topographical engineers, was near-sighted and might possibly be imposed upon, he provided himself with several maps from the geography he was then studying, neatly folded and placed in the cuff of his cost, which was ripped open for their concealment. He was called to the fleer and, much to his delight, directed to draw the map of "Florida" one of the few with which he was provided. His face beaming with satisfaction and delight, he turned to the blackboard and prepared himself for the task. Quietly he drew from its place of concealment the required map and placed it in the chalk-trough at the foot of the black-board on which he was to display his artistic skill. His drawings of all kinds were sources of so much merriment in his section that all chalk, until the outline of that irregularly shaped State, much resembling the original, made its appearance. His ease, freedom and rapidity of execution, at this time, sur-prised and astonished all. Many were the njectures and surmises; few supposed that by hard study and application he had overwhich he contended.

thorized assistance.

In a short time, the map was completed, it could be identified remarkable for him; but suppressed and stiffed sounds of laughter in the section indicated something wrong. He, with confidence in his success, and gratfied with the ingenuity which produced such result, turned to his instructor and an fore he commenced his explanation, the Pro-fessor of Ethics entered the room. He being ments, was struck with this future General's labors. The smiling faces and restrained Professor and the Instructor to suspect all was not right. They both left their chairs and approached the drawing to examine more critically its merits. Like all his subsequent nilitary plans and strategy, and his desertion of the flag be there adored, it brought im misfortunes. Much to his surprise they announced to him, 'his knowledge of the State of Florida must have been obtained whilst his mind was in a disturbed condition or his studies pursued through a lens which

inverted the object." He had placed his concealed map, reversed in the trough and copied\_drawing the "Georgia State line" at the bottom of the board and Cape Sable and Key West at the top\_the State was upside down. The truth Kentucky Cadet was engaged for some time afterwards in walking extra tours of guard duty on Saturday afternoon, for this remarkif possible, be transferred to his head. It is raphy he acquired at that Academy under so

which educated him. FIRE INSURANCE.

THE NATIONAL UNION INSURANCE COM-PANY OF WASHINGTON, CHAR-TERED BY CONGRESS. CAPITAL ONE MILLION DOLLARS.

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